

BUS & COACH BUYER

7 JUNE 1996 | ISSUE 361

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OPTARE

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SCANIA K112 PLAXTON 4000

1985 (C) 72 reclining seats, 2 courier seats, toilet, drinks, repainted white. MoT 28.01.97

SCANIA ELITE K113 PLAXTON PARAMOUNT 3500

1992 (J) 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, repainted white. MoT 13.9.96

DAF SB 3000 VAN HOOL ALIZEE

1989 (F) 49 reclining seats, Webasto, drivers bunk, double glazing, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV & Video, sunken centre toilet, continental door, MoT 9.12.96

DAF VAN HOOL LD SB2300

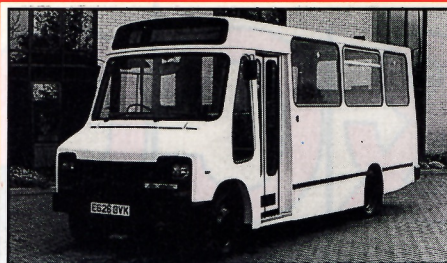
1990 (G) ZF 6 speed Splitter gearbox, 51 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio PA/cassette, interior brown/orange, repainted white, new MoT

VOLVO B10M VAN HOOL ALIZEE

1989 (F) ZF 6 speed S690 manual gearbox, Telma retarder, autolube, 53 reclining seats including seat belts, half rear emergency exit, double glazed side windows with blinds, radio/PA/system, retrimmed and repainted white, 3 only available

VOLVO B10M JONCKHEERE

1983 (Y), 58 reclining seats, TV/video, new MoT



RENAULT S56 PERKINS

1987 & 1989 Allison automatic gearbox, Alexander body, 25 seats & 8 standees, long MoTs

LEYLAND TIGER

1989 (F) Alexander service bus body, Cummins L10 ZF automatic, 55 seats + 24 standees, painted white, MoT 30.8.96

LEYLAND TIGER 260 DUPLÉ 340

1987 (D), 48 reclining seats, hydracyclic gearbox, o/s/r sunken toilet, continental door, TV/video, courier seat, blue stripe moquette, exterior 2 tone metallic grey. New MoT

LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500

1983 (Y) ZF 6 speed gear, 53 reclining seats + courier, rear sunken toilet, continental door, radio/PA/cassette, MoT Dec 96

LEYLAND LEOPARD PLAXTON SUPREME

1982, 53 reclining seats, brown stripe moquette, orange curtains, MoT 9.12.96

LEYLAND ROYAL TIGER VAN HOOL ALIZEE

1986 (C), 49 reclining seats, plus courier, grey/red stripe moquette, double glazed windows, Telma, orange curtains, TV/video, o/s centre console, o/s centre sunken toilet, provision for bunk (engine 3 months ago), MoT 5.3.97

LEYLAND TIGER VAN HOOL (H) ALIZEE

1985 (B), ZF 6 speed gearbox, 48 reclining seats and courier, TV/video, red/orange moquette, n/s floor mounted toilet, rear floor servery, fridge, (no continental door), MoT 1.3.97

LEYLAND TIGER PLAXTON PARAMOUNT 3500

1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/Video, radio pa, drinks, fridge, MoT 22.2.97

VOLVO B10M MKIII VAN HOOL ALIZEE

1991 (H), ZF HP5000 Automatic gearbox, ABS, autolube, 49 reclining seats including seat belts & crew seat, centre continental door, double glazed side windows with blinds courier seat, mid-section servery/fridge & toilet, radio/PA/system, brown/orange moquette, repainted white choice of 2 — 9 SOLD

SETRA TORNADO 215HD

1992 (J) MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, sunken centre toilet with continental door, Webasto heating, Suttrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white, MoT 6.12.96

Euroway Estate, Junction 1, M18 Motorway, Rotherham
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Carlton House, Euroway Estate, Hellaby Rotherham, South Yorkshire S66 8QL

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VOLVOS

1989 F VOLVO B10M VAN HOOL ALIZEE DH, 50 reclining seats, courier seat, rear floor mounted shades toilet, Continental door, double glazing, radio/PA/TV, finished repainted super white. **£75,000**
1989 F VOLVO B10M VAN HOOL ALIZEE H, 52 reclining seats, courier seat, radio/PA, finished in super white. **£72,500**
1988 PP VOLVO B10M PLAXTON PARAMOUNT 3500, 48/50 reclining seats, courier, demountable rear toilet/continental door, Telma, double glazing, TV/Video/Boiler, curtains, aircraft lockers. **£62,500**
1988 VOLVO B10M JONCKHEERE P599, 51 reclining seats, courier, rear sunken toilet, d/glazed, radio/PA, new test. **£66,500**
1986 PP VOLVO B10M VAN HOOL ALIZEE H, 53 reclining seats, courier, double glazing, Telma, blinds, radio/PA. Choice of 2. **£54,000**
1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, courier centre demountable toilet/continental door, radio/PA. **£29,500**
1983 VOLVO B10M CAETANO ALGARVE, 49 reclining seats, centre toilet, continental door, radio/PA. **£32,500**

OTHERS

1995 MAN 18.370 CAETANO ALGARVE II, 49/53 reclining seats, courier, centre demountable sunken toilet, continental door, boiler, fridge, radio/PA. **£125,000**
1995 SCANIA K113 VAN HOOL ALIZEE, 49 reclining seats, courier, rear sunken toilet, d/glazed, Telma, EGS, TV, video. **£130,000 Reduced to sell £120,000**

1993 K SCANIA K113 VAN HOOL ALIZEE H, 49 reclining seats, courier, centre sunken demountable toilet/continental door, retarder, d/glazed, bunk. **£107,500**
1989 DENNIS JAVELIN DUPLÉ 320 11 METRE, 48 reclining seats, courier, rear toilet, low mileage. **£48,500**
1987 LEYLAND LYNX BUSES, 51 seats, 20 standees, TL 11 engine. Choice of 2. **£36,500**
1986 NEOPLAN SKYLINER, 75 reclining seats + courier, toilet, servery, fridge, Cummins 14 litre engine, auto, clean. **£42,500**
1986 BEDFORD YNV PLAXTON PARAMOUNT 3200, 57 seats, power door, radio/PA/cassette. **£21,500**
1983 LEYLAND NATIONAL II BUS, Leyland engine, 2 door, 31 seats, 25 standing, clean. **£13,000**
1983 LEYLAND TIGER 245 DUPLÉ 340, 1987 body, 48 reclining seats, courier, rear toilet, new test. **£24,500**
1977 R REG DAIMLER FLEETLINE, double decker, single door, 74 seats, Gardner engine, good condition. Choice of 2. **£3,500 each**

MINI BUS

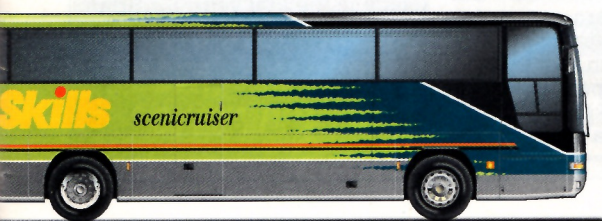
1990 PP MERCEDES 609 REEVE BURGESS, 23 seater, POD, boot. **£19,500**
1990 TOYOTA OPTIMO 1, 18 seater, large boot, fridge boiler, table, white, new Test. **£17,000**
1989 MERCEDES 507 M2M, 20 seater, finished white. **£13,500**
1986 TALBOT EXPRESS, 14 seater, high roof. **£2,750**
1985 FORD TRANSIT DORMOBILE BUS, 16 seater, new test **£1,750**

QUALITY COACHES REQUIRED FOR CASH



"When Nigel Skill of Nottingham was asked about his new coach interior he was grinning from ear to ear!"

...It wasn't just the colour co-ordinating with his coach livery or the fact that matching moquette was used for the body side panels, the ceiling, the seat backs and the lower side luggage racks. It wasn't even because he knew it was the hard wearing , high quality he had come to expect from Plaxton, ...no!, it was far more important than that. Because Nigel Skill of Nottingham had chosen his new coach Moquette without consulting his wife , Mrs Skill, ... but she liked it, and that made him very happy!.



PLAXTON 

"...building great coaches for great coach operators!"



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News

Hyndburn seeks a buyer

Hyndburn Transport Ltd is seeking a buyer following a decision by its owner, Hyndburn Borough Council, to sell its municipal bus company. The Council's Policy and Resources Committee made the decision in response to a report commissioned from KPMG which concluded the company, as an experienced local operator, enjoyed considerable local loyalty and the support of a committed workforce. As a small company, however, they were experiencing difficulties in buying the new buses which would make their services attractive in an increasingly competitive market.

George Slynn, the Council leader, said: 'We are clearly reluctant to sever our links with what used to be a municipal transport service. We will be looking for a buyer who shows commitment to maintaining bus services in the areas where they are needed, working with the existing workforce and maintaining open competition for bus services in the Hyndburn area.' The Committee has charged Mike Chambers, its chief executive, to seek offers from companies that have demonstrated a capacity to provide reliable, high quality transport services. The services of KPMG are also to be retained by the Council to assist in the identification of prospective purchasers and in negotiating the terms of any disposal.

FirstBus EGM approves SBH acquisition

An extraordinary general meeting of FirstBus plc has passed a special resolution to: approve the acquisition of SB Holdings Ltd; to increase the authorised share capital of the company; to authorise and empower the directors of the company to allot equity securities; to dis-apply pre-emption rights in respect of a proportion of the company's share capital; and to increase the borrowing limits of the company to £400,000,000.

Southampton Citybus buy Hants & Sussex

Southampton Citybus has acquired the Southern Bus & Coach Company, trading as Hants & Sussex Motor Services, which had gone into administrative receivership in mid-May. Citybus has acquired all the tendered and contract routes operated by Hants & Sussex, five of its vehicles and the majority of the staff. The property was excluded from the sale.

Archie Parsons, operations director of Citybus, said: 'As an employee owned company we felt this acquisition would be an ideal way to expand into new territory. We have made good progress in Southampton since the buyout and this offered us our first real chance of growth. Our first move will be to stabilise the operation and assess its potential. We already have parking space in the area and will shortly look for a more permanent office site. I am pleased that most of the staff agreed to join us, particularly Ros Frazer who will continue to manage the operation in that area.'

More Setra S215HDs for China

The Setra Bus & Coach division of EvoBus has concluded an order for a further 120 Setra S215HD coaches with Mercedes Benz engines. The vehicles will be delivered as ckd kits and will be assembled by the Hefei Automobile Works bus and coach plant in the province of Anhui in south east China. The kits will arrive in China between November 1996 and November 1997.

Setra ceased production of the S215HD at its Ulm plant in September 1991 though it continued in Spain for several years afterwards. By the end of this year there will be 100 Setra coaches operating in China. Setra claim that Chinese passengers appreciate the comfort offered by the S215HD so much that they are willing to pay operators a premium for a ticket and wait a day or two for a seat.



One of the Volvo B10M Van Hool Alizees with the Parks fleet.

Parks buy Trathens

Parks of Hamilton Holdings Ltd has acquired Plymouth based Trathens Transport Services. Mike Trathen is to stay on as managing director of the operation which has a fleet of 42 vehicles, 28 of which run National Express diagrams. The remainder operate private hire or are allocated to the company's Star Rider services. Mike Trathen commented, 'There has simply been a change of ownership and nothing else will change. There are no planned cuts in services or the likelihood of job losses.' The acquisition boosts the Parks operation by just under 50%. Parks also have interests in express services, tours and private hires.

Lucas-Varity Merger

Lucas Industries is to merge with the US based Varity Corporation to form a new UK holding company called LucasVarity plc. Both companies manufacture and supply component parts for the automotive and aerospace industries and enjoy combined sales worth £4.4bn. They employ over 56,000 people and together will become the world's second largest light vehicle brakes manufacturer and second largest producer of diesel injection systems.

The merger is valued at £3.2bn and makes the new company one of the top ten suppliers of automotive parts in the world. It is expected that pre-tax savings, in the second year, of up to £65m will be possible but re-structuring costs estimated at £50m will prevent this advantage in the first year. Sir Brian Pearse has been appointed LucasVarity's non-executive chairman, Victor Rice has become chief executive officer and the group finance director will be John Grant.

LITTLE DETAILS THAT MAKE US THE BIGGEST IN THE BUSINESS



A look around any Mellor-built vehicle clearly shows the care and attention to detail that has made Mellor the market leader in accessible buses.

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It's attention to detail like this, combined with a limousine-quality paint finish, that helps Mellor deliver the best 'whole-life' costs in the industry. Ring Mellor today for full details of all our accessible and stage carriage buses.



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**PARTS STOCKISTS:
BOVA, VAN HOOL
TOYOTA OPTIMO**

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white.
M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.
M.O.T. SEPTEMBER 1996

1993 DENNIS JAVELIN CAETANO ALGARVE II 12M

53 recliners, beige/brown moquette, double glazed tinted windows, curtains, courier seat, power entrance door, finished duo blue.
M.O.T. JANUARY 1997

1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished white/duo blue.
M.O.T. MARCH 1997

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M

51/53 recliners, recently retrimmed in brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, power entrance door, finished cream/duo brown.
M.O.T. NOVEMBER 1996

1990 TOYOTA CAETANO OPTIMO

21 seats brown/fawn moquette, courier seat, curtains, power entrance door, finished white.
M.O.T. APRIL 1997

Immediate Availability

NEW BOVA FUTURA FLD 12.270

53 recliners, seat belts, double tinted double glazing, finished all white. 1 ONLY

NEW VOLVO B10M GL VAN HOOL ALIZEE-HE

53 recliners, seat belts, finished all white. 1 ONLY

NEW VOLVO B9M VAN HOOL ALIZEE-HE

38 recliners, rear toilet, CHOICE OF 2

1989 (August) LEYLAND TIGER 260 DUPLÉ 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

1989 LEYLAND TIGER (Cummins 290) DUPLÉ 340 12M

53 recliners, brown/orange moquette, o/s rear sunken toilet, continental door, tinted side windows, curtains, water boiler, wired TV/video, power entrance door, finished cream/red/orange.
M.O.T. FEBRUARY 1997

1989 LEYLAND TIGER (Cummins 250) DUPLÉ 320 12M

57 seats, red moquette, tinted side windows, TELMA retarder, power entrance door, finished cream/red/orange.
M.O.T. DECEMBER 1996

1989 LEYLAND TIGER 260 DUPLÉ 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows with pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. MARCH 1997

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished all white.
M.O.T. FEBRUARY 1997

1989 SCANIA K93 DUPLÉ 320 12M

55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.
M.O.T. NOVEMBER 1996

1988 NEOPLAN SKYLINER (MERCEDES V10) DOUBLE-DECK

75 recliners, (57 upper saloon/18 lower saloon), red/orange moquette, courier seat, water boiler, fridge, 2 tables, o/s rear toilet, wired TV/video, power entrance doors, finished metallic silver/grey.
M.O.T. DECEMBER 1996

1988 VOLVO B10M VAN HOOL ALIZEE-SH 12M

49 recliners, beige/red/orange moquette o/s rear sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, fridge, TELMA retarder, power entrance door, finished duo blue/red.
M.O.T. JANUARY 1997

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey.
M.O.T. JANUARY 1997

1986 DAF DKVL PLAXTON PARAMOUNT 3500 12M

53 recliners, grey/blue moquette, courier seat, continental door, tinted side windows, TELMA retarder, power entrance door, finished cream/duo blue. CHOICE OF 2.
M.O.T.'S JANUARY/APRIL 1997

DAF SB3000WS BERKHOF EXCELLENCE 1000LD

51 recliners, sunken toilet, centre continental door,
Webasto, fridge, boiler, double glazing, peage window
ONLY 1 LEFT

DENNIS JAVELIN 240 LOW DRIVER BERKHOF EXCELLENCE 1000L

3.3 metre high coachwork,
8.6m³ luggage space,
53 reclining or 57 seats and
crew seat

IMMEDIATE DELIVERY

**SPECIAL
OFFER
£129,500**

MAN 11.190HOCRLR BERKHOF EXCELLENCE 1000 MIDI

35 recliners, crew seat, double glazing, Telma,
rear continental door, 300 litre fuel tank

USED COACHES LATE SPRING SALE

*Special Prices for
Limited Period*

1989 SCANIA K112 PLAXTON PARAMOUNT 4000, double deck, 67 recliners, 2 crew seats, toilet, large fridge, Webasto, retarder, double glazing, radio/tape/PA, curtains, 4 tables, interior fawn, exterior white/red/yellow, MoT 30/5/97 ~~£70,500~~ **£69,500**

1989 TOYOTA OPTIMO, 18 recliners, crew seat, large luggage boot, Blaupunkt radio, wheel trims, curtains, interior fawn, exterior green/black, MoT 16/4/97 ~~£21,950~~ **£19,750**

1988 VOLVO B10M JONCKHEERE P599, 51 recliners, crew seat, continental door, rear sunken toilet, double glazing, power door, fawn interior, exterior mauve/white, MoT 22/3/97 ~~£69,500~~ **£66,500**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, crew seat, centre d/m toilet, centre cont door, curtains, radio/tape/pa, interior brown/red, exterior white/blue, MoT 26/5/96 ~~£34,500~~ **£29,500**

1983 VOLVO B10M CAETANO ALGARVE, rebodied 1986, 49 retrimmed recliners, crew seat, centre continental door & toilet, Clarion radio/tape, power door, interior fawn, exterior white, MoT 29/6/96 ~~£35,000~~ **£27,500**

★★★★★★★★★★★★★★★★

1985 (C) DAF MB DUPL LASER 2, 53 seats, power door, tinted windows, wheel trims, interior fawn/grey, exterior silver, unisgnwritten, MoT 4/9/96 **£24,750**

AFTER HOURS SALES: David Waterman 0836 573535/01725 512304

Maurice Bateman 0831 826435/01787 475472

AFTER HOURS SERVICE: Mick Rust 0836 232800

Salvador Cuatuno

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IMMEDIATE DELIVERY



**DENNIS JAV. 240
ALGARVE II**

53 recliners

From £131,533

M.A.N. 18.370	Algarve II	49/53 recliners	from £151,317
M.A.N. 11.190	Algarve II	35 recliners	from £106,500
DENNIS JAVELIN GX	Algarve II	53 recliners	from £136,250
DENNIS JAVELIN 240	Porto	57 fixed seats	from £109,950

IMMEDIATE DELIVERY



**TOYOTA OPTIMO
III GL**

21 seats, power door,
tinted windows

From £52,214

QUALITY USED COACHES

93 (L)	SCANIA K113	Premiere 350	51/53 seats, double glazed
92 (PP)	DAF MB230	Algarve 3.5	49 seats, toilet, power door
90 (PP)	MERCEDES 0303	Charisma	49 seats, toilet, power door
89 (F)	VOLVO B10M	Van Hool Alizee	49 seats, toilet, power door
87 (E)	BEDFORD YMP 10M	Plaxton 3200	35 seats, p/door, courier seat
86 (C)	LEYLAND TIGER	Plaxton 3500	49 seats, toilet, power door



**85 (B) LEYLAND
TIGER ZF**

Duple Caribbean

48 seats, toilet,
power door

84 (A)	LEY.R.TIGER	Doyen	46 seats, toilet, double glazed
84 (A)	DAF SB	Calypso	53 seats, power door
84 (A)	BEDFORD YNT	Contour	53 seats, power door
84 (A)	DAF SB	Jonckheere P50	49, rec, toilet, power door
84 (PP)	DAF SB	Futura FHD	49 seats, toilet, power door
82 (X)	FORD R1114	Plaxton	53 seats, power door

MINI BUS SELECTION

93 (K)	TOYOTA	Optimo II	21 seats, power door
92 (K)	TOYOTA	Optimo II	21 seats, power door
91 (J)	TOYOTA	Optimo II	18 seats, power door
88 (F)	VW LT 55	Optare City Pacer	23 seats, power door

Full List Available on Request

"The Complete Service"

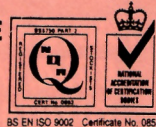
Salvador Cuatuno



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News

Bus performance improves in London

London Transport Buses has announced that operated mileage in the capital has increased from 99.1% to 99.3% in the first three months of 1996. The improvements were achieved despite a resumption of terrorist activity and security alerts, including the explosions in Docklands and Aldwych. Long term roadworks have also contributed to disruption of services, particularly on the North Circular Road and at Harrow and Wealdstone. Losses in mileage through traffic congestion were claimed to have reduced from 1.2% to 0.8%. Excess waiting time on high frequency routes was also improved while the percentage of low frequency buses departing on time improved from 67.5% to 70.5%.

Adam Mills to join London & Continental Railways

Adam Mills, the deputy chief executive of National Express has been seconded to London & Continental Railways, the consortium in which National Express has a 17% share and is to construct the Channel Tunnel rail link. He joins LCR immediately although there is no indication as to whether he is to become its chief executive. Adam Mills had been tipped to replace Ray McEnhill as chief executive at National Express. McEnhill is stepping down for health reasons and Adam Mills' secondment will renew speculation about his successor. LCR now has part ownership of the Eurostar train service and it is expected the main role for Adam Mills will be to develop this.

CPT support for anti-pollution campaign

The Confederation of Passenger Transport has declared its support for the 'Don't Choke Britain' campaign which has been launched by Transport Secretary Sir George Young and Health Minister Baroness Cumberledge. The campaign is now in its third year and comprises a series of initiatives designed to promote the importance of reducing emissions, either by technological means or by using alternative forms of transport.

CPT president, Ron Whittle said: 'I am delighted and very honoured for CPT to be a part of this important and worthwhile campaign. It is vital that people understand the dangers of environmental pollution in this country and react accordingly. We must persuade people to use public transport wherever possible, but this can only be achieved by the Government, local

Carlton appoint Graham Jupp

SJ Carlton, the Helderby based Neoplan and Dennis dealer, has announced the appointment of Graham Jupp as eastern region sales manager. He joins the company following a brief spell with Alf Moseley Continental, the agents for Marcopolo bodied Dennis coaches. 'Previously Graham had spent 18 years with the Moseley Group. Stuart Johnson commented, 'We are delighted to have Graham aboard. He starts with us on 10 June and is looking forward to marketing high quality packages with both new and used vehicles.'

authorities and public transport operators working together. If we all pull in the same direction, I am confident that we can make Britain a more pleasant place to live and breathe. This campaign is not anti-car, just pro-life.'



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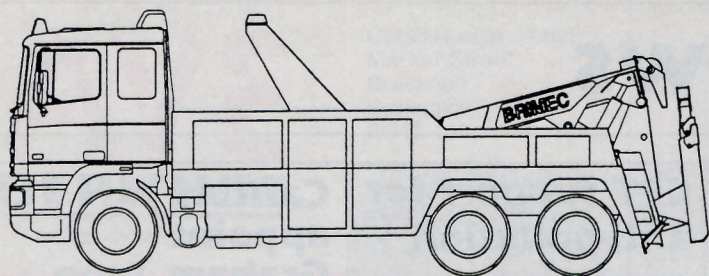
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Leyland Centenary

In the second of his articles marking the centenary of Leyland, Doug Jack looks at the Leyland National which he claims was

Britain's best ever bus

The month when Leyland celebrates its 100th anniversary is an appropriate time to ask what was the best bus ever built in Britain.

At the risk of swamping the Editor with letters from followers of other makes, I came up with a short list of the Leyland PD2/PD3, the Royal Tiger in all its forms, the Leopard and the Olympian, but they were pipped by for my vote by the Leyland National.

Indestructible

Although the 500 series engine is weak, the rest of the vehicle is virtually indestructible. The National was designed for major operators in a highly regulated market. Ironically, it has lasted far longer than planned, serving operators large and small in a market which is deregulated and, in some areas, highly competitive.

I nominate the National for the best ever bus award for two main reasons. The first is the level of thought which went into the project. The second is the manufacturing



Seen in National's red and white dual purpose livery is one of East Kent's coach seated Nationals.

process, which had to be seen to be believed.

The background

After Leyland and AEC merged in 1962, they and nationalised Bristol dominated the domestic market for single deck buses. Leyland and AEC were also vigorous exporters. The Construction and Use Regulations changed in 1961 to permit single deck buses up to 36ft long. They

could seat 53/55 passengers and many were used to replace old double deckers of similar capacity.

Private car ownership was on the rise and operators were constantly trying to contain their costs. There was a major drive towards one man operation, which was strongly resisted by the unions. They gave in on single deckers, but held out on double deckers for several more years.

Leyland and AEC both had

rear engined single deckers, with a low frame in the front half of the bus and either a ramp or steps up and over the rear axle and the horizontal engine.

They were not the most successful models, partly because some bodybuilders had not made allowance for the greater flexibility of rear engine chassis. On the other hand, the simple two step entrance meant that passengers could get on and off very quickly and there was much less noise intrusion, compared with a mid underfloor engine.

Transport policy

A Labour Government had come to power in 1964 and was re-elected with a larger majority in 1966. It saw buses as a necessary public service and set about creating a climate to encourage the use of local service buses. Leyland had close contacts with Government and came to the conclusion that the industry was heading for the large scale

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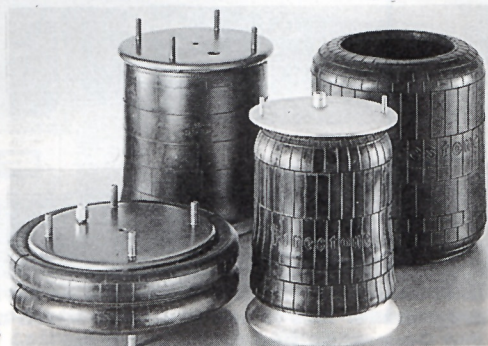
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Leyland Centenary

use of maximum capacity single deckers.

Concept bus

Leyland had a strong engineering base. A small team was gathered under Joe McGowan, Engineering Director, to develop a highly accessible low floor bus. In 1967, they unveiled a full size mock-up. It had twin steering axles and twin axles at the rear, with small wheels and tyres. There was only one step at the front entrance and centre exit onto a full flat floor, 30 years before such a concept started to become popular on British roads!

Leading operators were invited to see the vehicle and many interesting comments were gathered. That was probably the sum total of a marketing exercise as we would understand nowadays.

NBC created

In 1968, the Government acquired the bus operating subsidiaries of BET and merged them with the already nationalised Tilling to form the National Bus Company, starting on 1 January 1969. Leyland had already acquired a shareholding in the nationalised Bristol and ECW companies, giving them an even stronger link into NBC.

The formation of British Leyland in 1968 had also bought Daimler and Guy into Leyland's control and given the company a virtual monopoly of the heavy duty bus sector.

Design team

Joe McGowan's team had been strengthened by some specialists with experience of car design and production. The Board felt confident that there would be demand for 3,000 large single deck buses per annum, in home and export markets.

At these volumes, there



Many individual Nationals have now served long lists of different operators. Among the first to change hands were those Midland Red owned vehicles which were acquired by WMPTE. This one is seen in Coventry soon after with the double N symbols painted out.

was a very strong case for a standard bus which could be built on highly automated tooling, and which would greatly reduce the high number of man hours in traditional bodybuilding.

Marcus Smith

In the summer of 1968, Leyland recruited Marcus Smith. An engineer by discipline, he had worked his way up through the ranks of Tilling



The interior of a Mk1 Leyland National.

companies and had been Director and General Manager of Bristol, before taking an appointment in South Africa with United Transport. He joined Leyland Motors as Deputy General Manager, but that was a "cover" to let him take control of the highly confidential project.

Integral design

The design team opted for an integral model, which became known within the company as FPB7 (Forward Project Bus). In theory, integrals should be lighter than chassis plus bodywork, but such great strength was built into the new bus that no saving was achieved. The first prototypes had been built by 1969 on hand tooling and were used on a series of endurance and other tests.

The 510 engine

Meanwhile, Leyland was developing a new generation of heavy truck engines to replace the 0.680, which was by then over twelve years old. There were recurring problems in the group with cylinder head gaskets, hence the

bright suggestion to develop a fixed head engine with an overhead camshaft. There had been significant improvements in components like valves, which were lasting much longer in service.

From top to bottom, the engine was remarkably slim and that made it an attractive bus engine, in horizontal form. Known as the 510, it was fitted in the FPB7 prototypes.

Factory location

The Government was kept fully informed about the new project and played a major role in the location of the factory. The Board had already decided that it wanted a greenfield site, where it would be free to develop its own labour relations and working practices. In 1954, Leyland felt that the small but militant vehicle building union was threatening stability on the major Leyland site, and therefore abruptly ceased bodybuilding activities.

The Government was giving generous financial assistance to locate in economically depressed areas, where traditional industries were dying out. After some strong lobbying, a site was chosen just inland from Workington, on the west Cumbrian coast. Construction of the factory started early in 1970.

Steel selected

Joe McGowan and his team decided to build the new bus in steel, because it was less expensive than aluminium and could be pressed into all sorts of shapes. A ring frame structure was adopted, and this gave the bus tremendous strength. Many parts were supplied by Pressed Steel Fisher which had come into the Corporation with BMC.

The main weakness of



East Lancs rebuilt many Nationals as part of its Greenway programme. This is one of a large batch operating for London General on Red Arrow services.



McGills of Barrhead were among a relatively small number of independent operators to buy new Nationals. They also took secondhand examples.

Leyland Centenary



The National attracted many export orders although this example for Isle of Man Transport is perhaps stretching that point.

steel was its susceptibility to corrosion. Various protection systems were tested, but eventually the engineers opted for epoxy powder coating which had never before been used in the motor industry on a large scale. The treatment had to adhere to galvanised steel and accept external painting. With the benefit of hindsight, the adoption of epoxy powder coating was one of the most brilliant decisions.

Great innovation

McGowan worked on every aspect of the design. The choice of left and right hand drive were built in from the very start. Goodyear developed a new low profile tyre which was lower in height than conventional tyres, but had the same carrying capacity. That meant less intrusion at the front wheel boxes and more space between then in the gangway.

The driving compartment was completely new. One of the design requirements was for all the controls to be light enough for a female driver to operate a full shift. A new and smaller steering wheel immediately gave more room.

The space to the left of the instrument panel was kept clear for ticket issuing equipment. All the other controls were laid out to come easily to hand, in the order in which they were most likely to be

used. Most were on a panel on the driver's right hand side. Even the driver's coat hook was an engineered part.

The heating and ventilation system was also novel. It was mounted in a pod and at the rear of the roof, where the air was reckoned to be cleanest. Twin motors forced the heating down over the windows, removing any condensation, and keeping the bus remarkably warm. The prototypes performed very well, even in Arctic conditions. Sadly, cost accountants removed one of the motors before the vehicle went into volume production, which was unfortunate.

Air suspension was fitted as standard, with the axles mounted on A frames which were ingeniously designed to prevent the bus from diving when braking. This was the first successful volume application of air suspension on any British bus.

The original plan had been to build the bus in 10.0, 11.0 and 12.0 metre overall lengths, but then the UITP recommended a minimum door aperture of 1,200mm. As a result, Leyland redesigned to overall lengths of 10.3 and 11.3 metres, but with a very high degree of commonality.

Company formed

In July 1969 it was



This frontal study of one of Midland red's first Nationals shows the British Leyland roundel which most vehicles have long since lost.



Both dual and single door versions were offered from the start. This is one of a large number taken by London Transport.

announced that the new bus would be built in a joint venture with the National Bus Company and that the new manufacturing subsidiary would be known as the Leyland National Company Ltd. Marcus Smith was appointed Director and General Manager and had to put in many hours of hard work, keeping the two shareholders fully informed during a critical stage in the project.

His task has been underestimated. He had to accommodate some very powerful personalities in the two parents, not the least being Ron Ellis, the Managing Director of Leyland's truck and bus operations, who could think strategically one minute and become immersed in the fine detail the next.

Product launch

The name of the new company was a certain give-away, and all was revealed to the operating industry when one of the pre-production Leyland Nationals was unveiled at the Earls Court Show in the autumn of 1970. It was the talk of the Show, although some of the press criticised certain features, like the seats, which were changed before volume production commenced.

Fantastic factory

My other reason for choos-

ing the National is the quite remarkable factory. Marcus Smith was under constraints about the number of people he could take from other parts of Leyland, although many departments provided services to him. He took John Clarke and Ken Hargreaves, who had worked on the prototypes at Leyland, and four bright young graduates, one of them being David Quainton, now Sales and Marketing Director at Plaxton.

In retrospect, they performed a quite amazing feat. They had to oversee the building of the factory, specify and order the plant and equipment, and continually ensure that any modifications introduced by the design team on the prototypes were passed on to the contractors making the equipment.

Part of the deal, with the Government, to move to Workington involved major improvements to the A66 trunk road from its junction with the newly completed M6 motorway at Penrith to west Cumberland.

There was the inevitable public enquiry where Marcus Smith spoke most convincingly about the need to receive materials promptly, and about the risks of delivering completed buses along narrow roads through many small villages. The A66 was substantially rebuilt after the enquiry, bypassing several towns and villages.

The main factory unit was almost rectangular, over 300 metres long and 108 metres wide. When you measure that against the average 11 metre National, you get an idea of the size. The assembly lines were laid across the plant, in short lines, so that material could be delivered close to the point of use, and any vehicle requiring remedial work could be taken out of line without disrupting the whole



There were even a number of articulated Nationals produced with the assistance of DAB which was then part of Leyland but is now part of Scania.



This lift equipped National was new to East Kent but was photographed in Leicester working for Kinches.

Leyland Centenary

carefully timed process.

The National was designed to be built with semi-skilled labour. A nearby factory was used to train the workforce before the main plant was opened. The recruits had previously worked in some traditional heavy industries, like mining, but they adapted amazingly well to the new technology and made a major contribution to the success of the Workington factory.

The first buses came off the line early in 1972. Marcus Smith and his team completed the plant on time, and on budget.

Powder coating

Except for a very small number of parts made in-house, all material was delivered to the factory, either ready for treatment, or for assembly. All steel parts went through a pre-treatment process, to remove any grease or dirt, before passing into the powder coating plant.

Both the components and the powder were electrically charged, so that electrostatic action held the powder evenly on the component, even on corners and edges. A drying process ensured that the panels were warm, but not too hot to handle.

One of the favourite demonstrations with visitors was to give them a newly coated part and a coin and ask them to destroy the corrosion treatment. However vigorously they tried, they could never break the powder coated surface. Powder coating is one reason why the National has proved to be so durable.

Automation

The underframe, sides, front and rear ends, and roof were made in huge jigs. Panels were attached to the frame, then huge drills automatically made holes for the Avdelok rivets which held the structure together. The drills worked to a very high degree of accuracy. One man fed the rivets from the outside. The other used a pneumatic tool to feed the collar onto the shank and tighten it from the inside. Over 5,000 rivets were used in every National.

Once the main sub assemblies were married up, the bus began to take shape. The work could be completed at each station in under one hour. Therefore, unless there was a hiccup, yellow warning lights flashed and every vehicle moved forward one stage

each hour.

The structures were under-sealed, then the complete shells passed into automated paint spray booths, where two coats of paint were applied before the body shell went into drying ovens.

That stage was followed by a number of stations where piping and wiring were added, then much of the interior trim. Engines, gearboxes and axles went in at a very late stage, mainly to keep down the costs of holding expensive stock. At the last two stations, the batteries, fuel, oil and water were added, then each bus was started up and driven across to a test centre for final preparation and delivery.

The rivetted construction was not pleasing on the eye, but it was effective. Accident damaged panels could be removed very quickly and replaced by ready painted spares. The very high level of tooling guaranteed precise replacement.

Sales shortfall

The National never hit its sales targets on the home market, because the trade unions accepted one man double deckers and they accounted for the bulk of orders from the major cities in the 1970's.

It failed to reach its export targets for a very simple reason. Comparatively few countries could make chassis and running units. Many more had domestic bodybuilders. The completely built up National was a severe threat to local industries which were quite often protected by prohibitive customs duties on imported vehicles.

The largest single order came from Venezuela, for 450. At that time, the south American country was flush with oil revenues and wanted to modernise public transport in the capital, Caracas. They needed 450 buses, and quickly. Only Leyland and Ikarus could



Several Nationals were built or later converted to offer facilities for the carriage of passengers in wheelchairs. This bus, the only National delivered new to Hull, was delivered as KHCT's Handirider.

respond quickly enough.

That was one of the benefits of the National plant. It wound up production very rapidly and turned out ninety per month over a five month period. Production got up to 32-33 per week, the highest the plant ever achieved. The very high level of automation coped easily with the increased volumes and the contract was very profitable.

Other export markets were Australia, Jamaica, Trinidad, Norway, France and the Netherlands, with prototypes built for several countries, including Russia.

Although it was a very standardised bus there were a number of options. Single and dual door versions of both the 10.3m and 11.3m variants were offered and there were also dual door buses with an additional door on the offside for airport work, the latter a less radical alternative to the half cabbed Nationals with ramped front entrances which were converted by Sparshatts for the same duties. Other possibilities explored in the hope of utilising more of the plant's enormous capacity were the Lifeline mobile rescue unit, executive conference centres, mobile banks and prison transport vehicles. A National underframe, the B21 was produced and examples sold with Alexander Belfast bodywork

to Ulsterbus/Citybus and Ipswich and with Jonckheere bodywork in Belgium.

Engine changes

In retrospect, Leyland persevered far too long with the troublesome 510 engine. Two or three operators had experimented with other power units, but it was not until 1979 that Leyland launched the National 2, with the much more popular and reliable 0.680 engine. The Gardner 6HLXB was added very quietly to the option list a few months later.

Tory blow

The Conservatives followed Labour in 1979 and announced plans to progressively reduce Bus Grant over a five year period, starting in 1980. Most operators had comparatively young fleets. Some had bought Nationals for quick delivery when double deck programmes were still quite slow.

The full size single deck parc was very modern, therefore orders fell away sharply, and production limped along for five years. The very last National was delivered in 1985 to Halton Borough Council, a loyal National customer.

And then came deregulation and with it a demand for used service buses, especially reliable ones, which saw Nationals painted in every hue offering services which often competed with those of their previous owners. Their popularity has continued with, it is estimated, as many as 70% of all the Nationals built for the UK still operating 24 years after their introduction.

After the National

The Workington plant, built to make one highly standardised product, had to diversify into a much wider variety, including the Titan double decker, railcars, the Royal Tiger Doyen coach, Olympian bodywork, the Lynx (which replaced the National), and various other ventures. It is to the very great credit of the management and workforce that they took on these tasks, and learned new skills.

Even so, in the annals of bus history, Workington will always be known as the home of the National - Britain's best ever bus!



The very last National built was delivered to Halton Borough Council, an enthusiastic user of the type and its successor, the Leyland Lynx.

By Doug Jack.

Operator Focus

Eastbourne Buses

Getting along nicely

Eastbourne Buses is one of the diminishing number of operators which are municipally owned. It was formed in 1903 and unlike many of its counterparts never ran trams or trolley buses but has always relied on the motor bus. Although the Government's drive to steer all such bodies into private hands has seen the number of municipals dwindle, Eastbourne has no plans to succumb to its wishes. The Council views its bus operation very much as an asset to the local community and there are no plans for a sale to outside bodies or to allow a management/employee buyout. Eastbourne became a limited company in 1986.

David Howard has been managing director of the operation since 1988 and alongside a programme of rationalising the network and putting some of the work out to County Council tender, has instilled an element of diversification into Eastbourne's business programme. He claims that deregulation has been beneficial in many ways because it has allowed the removal of operational barriers although with this has come the inevitable competition. Not that this has been all bad. Despite the arrival of Stagecoach on his doorstep he has managed to turn their presence into an asset by making Eastbourne more operationally efficient and by providing the competition with MOT, recovery and vehicle respray facilities on a commercial basis.

David said, 'Eastbourne was suffering restriction up until 1986. It had been running services within the community which were protected but the advent of competition meant that revenues were falling. It was very constricting for us prior to deregulation because we are in an area with many local places of interest, such



The current favourite in the Eastbourne fleet is the Ikarus DAF SB220 Citybus. Its rugged construction and reliability has impressed the company.

as Beachy Head and Battle, but we were unable to run services to these places and that is where a great many of the town's visitors wanted to go to. Once the barriers were removed it was possible to put on developing services and provide the necessary links. The town services were then rationalised along two main corridors served by interworkings that were arranged to provide a five minute frequency.'

Eastbourne Buses also held a 49% share in TopLine

Buses which operated in Hastings. This was jointly owned by Southdown and when that company was acquired by Stagecoach, Eastbourne found it was effectively operating buses against itself! Needless to say the shares were disposed of quite quickly.

'Eastbourne gets a massive influx of visitors and students in the summer months, more than doubling the population to around 160,000, and they seldom have their own transport. As a large number

are foreign English language students it is important to provide them with easy to understand timetable and route information as well as having a reliable service. We looked very hard at ways to make this easy and have adopted a colour coded route system. Diagrams have been produced showing where each route runs and the stops are all equipped with the corresponding flags for ease of recognition.'

Eastbourne's Birch Road base is on a modern industrial estate fronted by an office block, car park and reception area for MOT tests. The yard and workshops are surrounded by security fencing which offers protection for the premises and up to 45 visiting coaches which can take advantage of safe storage whilst in the area. The workshops are comprehensively equipped with Ministry standard pits, testing equipment, a modern spray booth and oven which can cope with articulated trucks, stores area and a class five MOT testing bay.

Fuel is available for resale to visiting operators and there is a new rollover brushwash which is also commercially available. David said, 'When I came here about 90% of our business was operating vehicles but a programme of diversification has seen this figure reduce to around 65%. The Ministry use our pits for annual inspections and we also maintain about 90 Government vehicles as well as providing contract maintenance to some local operators. The Government contract meant we had to introduce security measures so this made the yard ideal to park up visiting coaches. About six Shearings vehicles are based here permanently - those with drivers living in or around Eastbourne, and many others come on weekly tours



The modern workshops house a Ministry standard pit where the Vehicle Inspectorate can complete annual inspections.

Operator Focus

so a safe stopover is very attractive to them. We have been able to offer these operators the use of our services and often do running repairs or supply spare parts in addition to fuelling and washing the coaches. A number are now account customers and book to come here regularly.'

'To make things easier for visiting drivers we issue them with a free bus pass for the duration of their stay. They can catch a bus right outside the depot which will take them into town and these are quite frequent. It may seem odd, the number of buses actually coming down Birch Road into the industrial estate, but we find it is very beneficial to effect crew changes. They can park up in the yard, report for duty and then hop on the bus outside the gate. They can catch a bus back here when their shift ends and it means we have no hassle with running changeover crews backwards and forwards.'

Eastbourne invested in a new spray booth and oven to offer a complete package of services to outside customers as well as seeing to its own requirements. The large oven can be partitioned off for economical operation when spraying smaller vehicles and it utilises the latest low pressure spraying equipment and complies with all the new Health and Safety regulations. It is also a certified ICI Auto-colour centre and this has brought in a great deal of outside work from the haulage sector in addition to resprays for 250 London buses and over 80 British Telecom vehicles.

MOT testing for vehicles up to class five is catered for from Monday to Friday and is done strictly on a test only basis. Exhaust gas analysers were acquired to meet with requirements and two bays are dedicated to vehicle testing in their own self contained workshop unit. 'We don't do any pre-test work or put parts on for the customers,' explained David, 'They prefer it that way because they get an honest test. We are not looking to make anything out of preparation or by selling parts because we have the vehicle on the ramps. The customers obviously feel they are getting a good deal because they keep coming back - so we cannot be far wrong!'

The staff at Eastbourne are all encouraged to hold PSV



Eastbourne's coach fleet shares the same strong corporate identity as the buses. The vehicles, all straight 53 seaters, are kept in immaculate condition and driven by a regular group of staff.



David Howard, Eastbourne Buses' managing director, poses in front of the 'Old Lady' of the fleet - a 1950 AEC Regal which was originally new to the company.

licences and help out with the driving whenever the need arises. Seasonal pressure is the main reason for this as there are special needs for providing late duplicates in high season when so many people are in the town. Apart from this, the company has a target of achieving 100% operational mileage and succeeds at this task very well. David said, 'We have to get the vehicles out there and run, come what may, and it is

only a physical problem like a puncture or mechanical breakdown that ever prevents this. Even if it means sending a secretary or myself to cover.'

'I actually spend a fair bit of my time driving the buses because it helps me to keep in touch with what the drivers are facing. You can soon find out if bus stops are in the right place or if the public are unhappy with some aspect of the operation. I don't let on who I am to anyone complaining, but I tell them that the man's name is on the side of the bus, along with the address, and they should write to him to express their opinions. It is quite surprising how many actually take the trouble to follow this up and it avoids any conflict during the journey.'

'We sometimes get contracts for rail replacement services and I will often drive on these at weekends. I don't get paid any additional money for this so it means we can be more competitive with our tenders. Putting other staff on these duties gives them a chance to see what happens

out on the road and perhaps broadens their horizons a little. Anyway it is valuable experience and the chance for regular drivers to get a break. The rail privatisation has made this work a little more attractive to us but has highlighted a ridiculous wastage because these new companies refuse to integrate properly. We have South Eastern Trains and Network Southeast passengers arriving at the same time but they are not allowed to get on the same bus. They demand that we use double deckers and so it is not unusual that we have two deckers leaving the station within ten seconds of each other, both with perhaps ten passengers each, heading for the same destination.'

Although Eastbourne operates about ten double deckers David would prefer to see them gone from the fleet. He said, 'We only operate double deckers because the schools contracts insist on vehicles with a minimum capacity of 74. It causes us a lot of problems because the local secondary modern schools were built out in the sticks and we suffer terribly from tree damage to the vehicles. I get rather cross about this because the Council, who own us, refuse to cut them back! We had an incident just the other week where one of our buses had a branch go through the upper front screen and out of the roof. Luckily no-one was seriously hurt but we are having to sue the Council to get the cost of the repairs covered.'

'Double decker capacity in town is not really required very often and we can cope quite adequately with full sized single deckers. We bought five Dennis Darts to see if the midibus phenomena would work for us but it doesn't really. I won't be having any more. It's not because there is anything wrong with them but they don't have the capacity when we need it, in the summer.'

David has pursued a policy of providing vehicles big enough to cope with demand rather than try to operate minibuses at increased frequencies. Apart from requiring additional or seasonal staff to maintain such an operation, he is very much of the opinion that 'bread vans are for bakers!' As such the fleet consists of heavyweight buses and coaches apart from



A trio of Wadham Stringer Vanguard II bodied Dennis Lances were introduced but failed to impress against their Javelin stablemates.

Operator Focus

the recent addition of a Toyota Optimo to cater more efficiently for small party private hires which have spiralled.

David believes much of this is because of the corporate strength that has been developed. The coaches were previously distinguished by the Eastbourne Coaches name but now bear the corporate blue with Eastbourne Buses boldly emblazoned on a silver background. The public are used to the name and know that they are dealing with the same reliable company that caters for their public transport needs in the town and on the many daily excursions that it operates.

Five coaches form the basis of the private hire fleet and these are kept in immaculate condition. Eastbourne does not organise tours or holidays unless they form part of the private hire arrangement and then they may tour the country or go abroad. They do not carry a great number of refinements but, apart from the Optimo, are straight 53 seaters without toilets or coffee machines. This provides plenty of passenger space and comfort for the generally short distance excursions which are operated. The coaches are driven by a group of eight staff who are inclined towards the operation. They have become well known to many of the regular travellers and are booked frequently on a personal basis rather than by a specific vehicle.

A new Ikarus 350 DAF SB3000WS is scheduled to join the fleet shortly and will feature an automatic gearbox. David maintains that the current policy of having all staff holding PSV licences and the type of tests they are training them to take dictates that all the fleet will eventually be equipped with automatic transmissions.

Ikarus is also the preferred vehicle now for bus operation and more DAF SB220 based citybuses will eventually replace Wadham Stringer bodied Dennis Lance and Javelin based buses which form the mainstay of the fleet. The Javelins, despite their high floor and relative passenger unfriendliness for bus work (by today's standards) are still very highly rated and have proved to be extremely reliable and cost effective vehicles to operate. The Ikarus DAF combination has



The spray department takes on a great deal of outside work. Here the staff are preparing to put the finishing touches on a horse-box.

been very successful too and Eastbourne has even sought second-hand sources of supply to increase their number to eight. The fleet now contains 23 full sized single deckers, the oldest of which are H registered.

David is very enthusiastic about the Ikarus marque, claiming that they are the strongest vehicles he has encountered and seldom require any attention. He is also very pleased with the double decker DAF DB250 which joined the fleet last year. He said, 'I was very sceptical about the smaller 8.6 litre turbocharged engine's ability to cope but it performs admirably. We have even operated it round the clock for 24 hours at a time on a number of occasions and I have to say that it takes anything you can throw at it. It is very possible we will look at introducing more soon as I have ten Olympians which are coming up for replacement.'

While Eastbourne may look to be a very modern operation it allows itself a degree of nostalgia by continuing to run a few older vehicles. A 1967 Leyland PD3 and a 1968 open topped Atlantean are still fielded for certain tasks but lurking in its own special shed, tucked away behind the



Five Darts are operated but do not offer enough capacity in peak season.

bus wash, is a 1950 AEC Regal which goes to rallies and is used for wedding hire and other special occasions. The bus was originally new to Eastbourne and passed to a collector after it had served its time. The collector, some years later, contacted the company and offered it back. The company agreed to buy it if the staff would be prepared to finish its renovation and so the deal was done.

A key aspect for the success of Eastbourne buses has been the ability to get on, not only with each other, but with the competition as well. David said, 'We are very integrated as an organisation and with a small operation like ours, just 130 people, you very quickly get to know one another. My door is always propped open so that I am accessible to staff and they will usually have a quick word if they are passing. It is sometimes just a quick Everything OK 'Guv'nor' but sometimes its very useful information about a damaged bus stop or other items that can be attended to more quickly if I am aware.'

'By paying good rates and treating the employees well we have a very low staff turnover. I think that says something on its own. There is a waiting list to become a driver for Eastbourne Buses which is a healthy situation I

would like to maintain.'

In addition to providing workshop facilities and other practical services to competitors, Eastbourne has also established a thriving travel shop in the town. David said, 'We used to sell our own excursion or rover tickets from a wooden kiosk, more of a shack really, and it barely kept one person fully occupied. When competition arrived we felt that the facility should be upgraded, not just to suit our own needs but to attract competitors into using us as an agency. We proved that with some support from other operators it could be a money spinner. Now we have a modern shop based in the Arndale shopping centre which is a full time occupation for three people. We invested in computerised booking systems and took on the agencies for supplying Stagecoach tickets, National Express tickets and for tour operations. If we are going to have competition in the area I reckon we should be able to take some money off them wherever possible.'

Eastbourne is one of those companies that appears to be doing things against popular trends and yet getting away with it nicely. The age profile of its fleet is something to be envied although many have been sceptical over the choice of vehicles. Introducing Javelin based buses into a town like Eastbourne, where there is a proliferation of elderly and infirm residents, would seem to be not just politically incorrect, but downright anti-social. The move has proved very beneficial though, and the Javelins have been both economic and reliable.

The trend towards the Ikarus/DAF SB220 has been a little more 'passenger friendly' and the company's enthusiasm for the Hungarian built citybus is very evident throughout each department. Better accessibility for the local residents is gradually being considered but at present the company maintains a successful operation with few, if any, complaints about the lack of lowfloor bus availability. A sudden change in the type of vehicles operated by Stagecoach could dictate a change but Eastbourne is in a position to respond quickly if the need arises.

By Martin Cole.



The Northern Counties bodied DAF DB250 has made a strong impression. It is likely these will replace Leyland Olympians.

Centenary Rally

Leyland 100 Celebrations

The centenary of the founding of Leyland was celebrated on Sunday 2 June with a rally of preserved and active Leyland vehicles in the streets of the Lancashire town from which the company took its name. Buses, coaches, fire engines, trucks and military vehicles were to be found lining the roads and there were more in large parking areas adjacent to the British Commercial Vehicle Museum which is housed in the former Leyland delivery building. The Museum itself was open and provided visitors with a historical overview of the whole British industry of which Leyland is an important part.

Car parking was plentiful and those who wished could take advantage of a shuttle service using Leyland buses including a pair of the rare AN69 Atlanteans which are still operated by the local Fishwicks concern, a former Exeter Corporation Tiger TS8 dating from 1938 and a Massey bodied Titan PD2/37 new to Caerphilly in 1966.

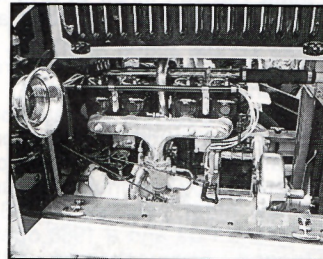


The star of the event was this newly restored Leyland X2 which first took to the road in 1908 and is believed to be both the oldest surviving Leyland and the oldest British built bus in existence. It was restored by its owner, Mike Sutcliffe.

The Leyland company has undergone major upheavals since the somewhat grander event which celebrated Leyland's 90th anniversary. Trucks bearing the Leyland name continue to be built in the town but sadly not buses, the only remaining Leyland

designed product still offered in the UK being the Olympian which Volvo builds at its Irvine plant.

Though Leyland is not the force in the market it was the marque remains greatly respected by operators of all kinds of commercial vehicles, a fact underlined by the many who devote vast amounts of time, effort and money to restoring and exhibiting old Leylands. Nobody goes to greater lengths than Mike Sutcliffe of Dunstable who has a



The engine in Mike Sutcliffe's 1908 Leyland X2.



A 1939 TD5 which was rebodied for Ribble by Alexanders in 1949.

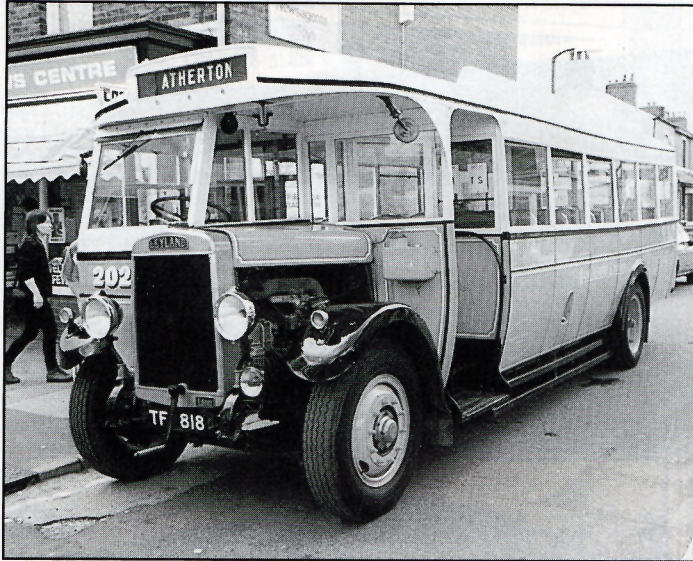


Driven from Maidstone to Leyland to participate was this 1937 Tiger TS7 with 8.6 litre engine and Harrington 32 seat coachwork. It made return journey without missing a beat.



This 1927 Lioness was new to HM King George V and rebuilt as a charabanc in 1938 for Jersey Motor Transport in whose colours it is preserved.

Centenary Rally



Thought to be the oldest surviving Roe bodied bus is this 1930 Leyland Lion LT1 in Lancashire United livery.



Preserved though many similar buses continue in service is this 1972 National which was the first production vehicle. It was delivered to SELNEC PTE and is preserved in their colours.

stable of fully restored old Leyland buses. To find all of the necessary parts he has scoured the country and the results of his labours are truly remarkable as his latest project shows. To me, and most others this was the star of the



A rare Park Royal bus bodied Comet CPO1 was this 1950 example delivered to Douglas Corporation Transport.



A most unusual entrant was this 1937 Tiger TS7T with Fowler body. Who says three axle single deckers are a modern phenomenon.

show, a 1908 Leyland X2 which is believed to be not only the oldest Leyland bus but the oldest British built bus still extant. Watching it drive up the main street carrying local dignitaries was a stirring sight.

Rallies are all about the chance to look at fine vehicles from a former age, and accordingly I am keeping this report short to leave plenty of space for pictures.

By Stuart Jones.

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One of a number of vehicles which had made the journey over the Irish Sea was this immaculate Tiger PS1 new in 1948 which was one of 400 PS1s purchased by Northern Ireland Transport.

Fleet Additions

The Club joins Supreme

Coventry based Supreme Coaches are now operating a Bova Futura Club FLD 12.270 which was supplied by Moseley PCV. The new coach is equipped with 53 reclining seats, tinted double glazing and curtains.



Premieres for Skills

Skills Motor Coaches is continuing to expand its coach fleet with the arrival of seven new vehicles, five of which are additional and two replacing older coaches. Six of the coaches, all Plaxton Premiere 350s, are based on Volvo B10M chassis and one is an example of the latest combination from Scarborough - a DAF SB3000WS. They share a common specification including 49 reclining seats, fridge, coffee machine and wash-room, although three are also fitted with air conditioning. The batch were supplied by Kirkby Coach & Bus, Yeates Bus & Coach and Hughes DAF.



Hutchisons select another pair of Vectas

A further repeat order for two Optare Vecta bodies on MAN 11.190 chassis sees the number of similar vehicles in the fleet of Hutchisons Coaches of Wishaw grow to six. In common with Hutchisons earlier purchases the new buses have 42 seats, a nearside luggage pen and space for 16 standees. They have Euro 1 six cylinder turbocharged engines and ZF 4HP500 four speed automatic transmissions with integral retarders.



Nouvelle Pride

Northampton based Country Lion has acquired its third Autobus Classique Nouvelle. The latest addition is a 29 seat bus version based on a Mercedes Benz 811D. It has provision for ten standee passengers and a number of DIPTAC features. The seats are Richards & Shaw Xcel M2 rated units with three point retractable seat belts to permit private hire operation. It was supplied by Carriageways of Bedford. Autobus Classique is now placing a clear message on the rear window of all its Nouvelles indicating that they can legally be used in the outside lanes of motorways as the vehicles are plated at 7,500 Kg.



West Kingsdown Optimo

West Kingsdown Coach Hire recently acquired a new Toyota Optimo III GL from Salvador Caetano UK. It features 21 reclining seats, courier seat, tinted glazing, full draw curtains, power entrance door, Blaupunkt stereo system, soft trim and a speed limiter. West Kingsdown's Steve Hedley is pictured collecting the new minicoach from Alistair Wilson of SCUK.



Dave Parry Travel of Cheslyn Hay, West Midlands, has taken delivery of a high specification Van Hool Alizee HE Volvo B10M acquired from Moseley PCV. Featuring a Telma retarder and alloy wheels it is equipped with 44 reclining seats, rear servery with a five litre water boiler, coffee machine, fridge, Webasto pre-heater and timer, a full set of seat belts with three point mountings for driver and courier, seat-back tables, air conditioning, central locking, burglar alarm, illuminated hostess call switches and a three-monitor Blaupunkt video installation. The vehicle was certified in accordance with the Tempo 100 requirements.

Fleet Additions



Mayne's Futura

Mayne & Son of Manchester have taken delivery of a new Bova Futura FLC Club 12.275. The coach is equipped with 55 reclining seats, courier seat, double glazing and curtains. It also features a 275 bhp Cummins C series engine, six speed manual ZF gearbox, full air suspension and a power operated plug-type entrance door. It was supplied by Bova UK.



Metrobus MetroRiders

Metrobus of Orpington have a growing fleet of modern service buses among which the latest additions are six Optare MetroRider MR13s with Cummins 6BT Euro 1 engines and Allison automatic transmissions. Built to the 8.4 metre length and 2.2 metre width options, incorporating the wide Fastflow door arrangement, the buses have priority seating on both sides of the saloon and a total of 26 seats. They feature luggage pens, grey soft trim interiors and driver's assault screens and will be joined later this year by a batch of ten Optare Excel low floor buses.

Star duo

A pair of new Caetano bodied vehicles have joined the Star Cars fleet in Erdington, Birmingham. These are: A Toyota Optimo III GL with 21 reclining seats, courier seat, full soft trim and Blaupunkt audio system; and an Algarve II bodied 8.5 metre MAN 11.190 with 35 reclining seats, courier seat, tinted double glazing and a rear continental door. They were supplied by Salvador Caetano UK.



Thamesdown buy Pointer Darts again

Thamesdown Transport of Swindon has taken delivery of its third successive batch of ten Plaxton Pointer bodied Dennis Darts. Equipped with 40 seats, buggy pens and provision for 18 standees, the vehicles also feature Transmatic lighting, Bright-Tech destination equipment and message-maker systems.



Long's B10M Alizee

Long's Coaches of Salisbury have taken delivery of this Volvo B10M Van Hool Alizee HE which is being operated in the livery of Jascot Travel. It is equipped with 49/53 Labellux reclining seats, seat belts, centre sunken demountable toilet, continental door, water boiler, fridge and Sutrak AC310A air conditioning. Moseley Distributors were the supplying dealer.

FORECOURT

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 '88 DAF SB2300 CAETANO ALGARVE, 53 R + C, R/P/C
 '88 SCANIA K112 PLAXTON 3500, 49 R + C, toilet, video monitor
 '88 VOLVO B10M PLAXTON 3500, 49 R + C, toilet, video/monitor
 '90 SCANIA K113 VAN HOOL ALIZEE SH, 49 R + C, toilet, video/monitor, fridge
 '90 SCANIA K93 PLAXTON 3200 L/D, 53 R + C, radio/PA-cassette
 '90 VOLVO B10M JONCKHEERE DEAUVILLE, 48 R + C, video/monitor, fridge, toilet, drinks
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MERC	709	R/Burgess	19	Coach	March 87	Jan 97	£12,000
MERC	811	Coachcraft	24	Coach	Jan 88	Feb 97	£13,500
MERC	609	R/Burgess	23	Coach	Apr 88	May 97	£13,000
MERC	609	R/Burgess	23	Coach	June 88	June 96	£13,000
MERC	609	Advance	20	Coach	Aug 88	July 96	SOLD
MERC	507	R/Burgess	16	Coach	Nov 88	Aug 96	£8,750
MERC	609	M2M	24	Coach	Jan 89	Oct 96	£13,500
MERC	407	R/Burgess	15	Coach	Mar 89	May 97	£8,000
MERC	609	Alexander	24	Coach	Apr 89	May 97	£13,500
MERC	609	R/Burgess	20	Bus + 6	Sept 89	June 96	£14,000
IVECO	49.10	Robin Hood	25	Bus + 6	July 87	May 97	£5,750
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1987 D RENAULT S56 Reeve Burgess, 25 seat bus **£4,495**
1987 D DODGE S56 East Lincs 24 seat coach **£4,995**
1987 D IVECO 49.10 Auto Robin Hood, 21 seat buses **£3,995**
1986 D IVECO 49.10 Manual Robin Hood, 19/21 seat buses **£4,195**
1986 D MERCEDES 608D Reeve Burgess, 20 seat bus **£5,995**
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Van Hool Alizee, 51 seats, rear saloon toilet, MoT May '97, hydraulic gearbox, very nice example

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Ford/Plaxton	03/04/1979 (PP)	09/11/1996	53	£3,950
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			Side lift	£4,500
Tiger/Plaxton	18/04/1986 (PP)	25/02/1997	49 + Toilet	£27,500
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1976 LEYLAND LEOPARD, 53 seats, MoT Sept '96, blown engine **£750**

1977 FORD PLAXTON, no MoT, drive away **£750**

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FAX 01705 523050

361/1769/FC

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£62,500

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Mr N. Macpherson

Tel: 01530 270226

361/6207/FC

VOLVO B10M 1988 PLAXTON 3200, 57 seater, fully retrimmed, radio, in immaculate condition, MoT and tax, all in white

£60,000 + VAT

VOLVO B10M 1988 PLAXTON 3500, 51 seater, recliner and courier, TV, video, water boiler, centre door and toilet..... **£60,000 + VAT**

VOLVO B10M 1984 PLAXTON 3500, 51 seater, fully retrimmed, radio, PA, in immaculate condition, centre door and toilet, TV, video..... **£39,500 + VAT**

VOLVO B10M JONCKHEERE, 50 recliners, courier, seat, wired TV, video, hot water boiler, toilet, centre door, retrimmed..... **£38,500**

TOYOTA OPTIMO II, TV, video, hot water boiler, in immaculate condition, tax & MoT..... **£35,000**

2 x 16 SEATER RENAULT TURBO B110, TV, video, 2 tables, CD player, one with blacked out windows, large boots.. **£18,000 EACH**

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51 recliners + courier, double glazed, sun dimmed, rear continental door, MoT til late Nov, very good throughout, in stock, white, ready to work

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361/6206/FC

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361/6064/FC

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G RENAULT MASTER, diesel, 50,000 miles, 17 seater, in mint condition	£5,250 + VAT
F LAG DAF, 17 seater, diesel, 50,000 miles, VGC, ready for work	£4,995 + VAT
G TRANSIT WELFARE BUS, diesel, 40,000 miles, auto wheelchair lift, any trial	£9,750 + VAT
F FREIGHTROVER WELFARE BUS, 45,000 miles, auto wheelchair lift, faultless.....	£3,495 + VAT
RENAULT T1100, 15 seat diesel, 30,000 miles, looks and drives like NEW.....	£6,995 + VAT
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361/1628/FC

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H REG LDV, Dormobile body, genuine 50,000 miles, wheelchair accessible with seatbelts, first class condition.....£9,000

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361/6214/FC

1980 BEDFORD DUPLÉ Turbo, 53 seats, 11 months MoT.....£5,000 + VAT

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All Sold with MoT —
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361/6092/FC

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Body finished in metallic silver, black and maroon, with foiled windows, maintained to a high standard, viewing is essential to appreciate this value for money coach on offer at

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1987 IVECO 49/10, 19 seats, 7 standees, service, good MoT

1986 MERCEDES 608 SERVICE BUS, Alexander bodywork, power door, 18/20 seats, in white, new MoT, CHOICE OF 4.....£4,995 + VAT



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Alexander Body, low height, 79 seats, Gardner engine, VOITH, new MoT, CHOICE OF 4 FROM £11,000 + VAT

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361/1795/AE

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361/6131/BED

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361/6210/BED

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361/6089/BED

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BOVA FUTURA DAF

49 recliners + toilet, courier seat, tea/coffee machine, blue interior, MoT April '97, vgc

Tel: 01485 532349

361/6151/BV

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49 reclining seats, centre sunken toilet and washroom, water boiler, video/radio/cass/PA, courier seat, centre continental door, re-built engine Oct '95, private plate, MoT Feb '97. Good all round condition and ready for work

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361/6080/BV

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1984 A REG LEYLAND OLYMPIAN, Gardner 6LXB engine, East Lancs, 76 seat body, tested till 9/96, 1 only. POA. Ensign Bus & Coach Ltd. Tel: 01708 631122. Fax: 01708 631086.

361/6068/DD

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DOUBLE DECKS

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361/6145/DD

DAF

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1981 PLAXTON MB200, 53 recliners, vgc, tested July '97..... £10,850 + VAT

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361/6153/DA

DAF

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361/6150/DA

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361/6160/DA

DAF

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49 + 1 seat, toilet, fridge, water boiler, double glazing, very clean.

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(E. Sussex)

361/6164/DA

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53 reclining seats, curtains, tinted glass, POD, offside continental door, MoT til Aug '96

£47,500 ono

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361/1788/DE

FORD

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361/6072/FO

1979 FORD R1114, 51 seats, side locker, tinted windows, straight and clean, 12 months test. £4,350 + VAT. Tel: 01757 703549 or 0850 313906.

361/6158/FO

FORD ALEXANDER 1980, 12mth MoT, 45 seats, £2,000 + VAT. Tel: 01527 872556

361/6094/FO

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361/6098/FO

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361/6171/FO

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361/6172/LE



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Available on lease

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361/6085/LE

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N REG MERCEDES 814D, 33 seater, power door, forced air, seat belts, still under warranty. 1983 0303, 53 recliners, air conditioned, Webasto all in working order. Very good vehicle for year. We need a 49/53 with demountable toilet. FOR FURTHER INFORMATION TELEPHONE: 01299 827277.

361/1796/ME

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361/6097/ME

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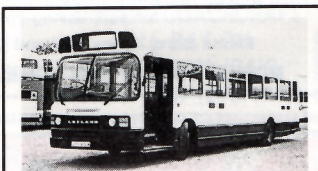
361/6208/ME

NEOPLAN

1984 NEOPLAN SKYLINER DECKER V10, 71 seater, new gearbox, new test, PP, TV, video, servery, toilet, good condition. £30,000 + VAT ONO. 0151 494 1404.

361/6212/NE

LEYLAND



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(Essex)

361/6157/LE

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361/1745/LE

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361/6138/LE

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361/6096/ME

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361/6100/ME

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16 seats, power door, automatic

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361/6074/MB



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361/6147/MB

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361/6071/MID

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361/7191/MB

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5 mins M25 Dartford Tunnel

361/6143

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All above plus VAT Vehicles for sale due to new bus spec deliveries and no part exchanges taken by suppliers All above in good condition for their age and ready for work Please contact

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evenings/weekends.

361/6159/MB



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711 MERCEDES, 25 seat, coachbuilt, luxury large boot, power door

711 MERCEDES VAN CONVERSION, 24 seats, power door, luxury, seat belts

709 MERCEDES ALEXANDER, 29 seats, DiPTAC, service seats.

609 MERCEDES VAN CONVERSION, 24 seat, luxury power door, seat belts

412 MERCEDES, 16 seat luxury, seatbelts

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Diesel Turbo PAS.

Spec to include:

**16 coach seats, radio/cass,
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361/6102/MB



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361/6141/MB

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1989, fitted with new factory con-
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luxury seats, with belts, new
COIF.....£9750
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luxury seats, ample space for
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361/6167/MB



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01702 541511 361/6146/MB

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361/6093/MB

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361/6115/SB

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361/6044/VV

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361/6162/VV

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point seatbelts, luggage
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1989 DAF SB3000 VAN HOOL ALIZEE, 49 reclining seats, courier seat, centre sunken toilet, offside continental door, video and monitor. Excellent condition.

1990 DAF SB3000 CAETANO ALGARVE II, 51 reclining seats and courier seat, wired for video, rear nearside saloon toilet, very long MoT. Immaculate condition, available immediately

1990 BOVA FUTURA FHD, 12.290, 49 reclining seats, courier seat, centre toilet, continental door

1990 IVECO 315 LORRAINE, 30 reclining seats, excellent condition, long MoT

1989 CARISMA, 49 reclining seats, toilet, centre continental door, 2 video monitors, MoT 2/3/97

1989 SETRA 215 HD, 49 reclining seats, centre sunken toilet, continental door, drinks machine, absolutely immaculate condition, available shortly

1987 MCW METRORIDER, 2 **SOLD**s plus 7 standees, MoT 5.9.96

1987 LEYLAND ROYAL TIGER, VAN HOOL ALIZEE, 51 reclining seats and courier seat, video and two monitors, rear saloon toilet. Exterior white. MoT 09/11/96

1987 OPTARE CITY PACER AUTOMATIC, Volkswagen diesel, bus spec 25 seater

1985 DAF MB200 PLAXTON PARAMOUNT, 49 reclining seats, drinks machine, wired for video, toilet at rear offside. New MoT, very clean.

1985 MAN SR280, 53 reclining seats, courier seat, one owner from new, new MoT

1984 BOVA FUTURA, 53 reclining seats, recent retrim, centre continental door, excellent condition, long MoT.

1983 LEYLAND TIGER PLAXTON 250, video monitor, rear offside toilet and continental door, **SOLD** boiler, double glazed, drivers bunk

1982 VOLVO B58 DUPLÉ DOMINANT IV, 46 reclining seats, toilet, semi automatic, double glazed, power door.

1982 VOLVO B58 PLAXTON SUPREME V EXPRESS, 53 seater, retrimmed seats, MoT April 1997

1982 VOLVO PLAXTON **SOLD** V, 53 seater, power door, radio/pa

1982 VOLVO B10M PADANE, 49 reclining seats, courier seat, centre sunken toilet, continental door. Very long MoT

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1990 H TALBOT 2.5 TRI-AXLE, 19 seats, wheelchair facilities, long MoTs, choice of white exterior, choice of 3

1989 G FORD TRANSIT 2.5 DI, 14 seats, 3 point seatbelts, minibus, MoT Sept 96

1988 E TALBOT EXPRESS 2.5 DI, side door, white exterior

1987 E MERCEDES 609D, Reeve Burgess, 20 seat bus, power door, re-seated, re-floored, white exterior, MoT Feb '97

1987 D/E TALBOT 2.5 TRI-AXLE, 20 seats, power door, luggage pen, Diptac spec, choice of 4.

1987 D FREIGHT ROVER 2.5, 16 seat luxury minicoach, MoT April '97

1986 D VOLVO B9M PLAXTON BUSTLER, 39 seats, manual box, standees, destination gear, choice of 4.

1982 Y FORD 360 T DUPLÉ DOMINANT 4, 53 seat coach, white exterior, MoT May '96.

1979 T LEYLAND NATIONAL S10 Engine, 49 seats, 24 standees, MoT Jan '96.

1980 V LEYLAND LEOPARD PLAXTON SUPREME, 49 seats, cream exterior, power door, MoT Oct '96

1979 PP VOLVO B58, Automatic, Van Hool Aragon, 48 seats, toilet, MoT March '96

1979 T LEYLAND LEOPARD PLAXTON SUPREME, 49 seats, power door, destination gear, MoT Oct '96

1976 P VOLVO ALISA ALEXANDER, double decker, 78 seat bus

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1984 B LEYLAND REDLINE, 31 seat coach

1990 G LEYLAND DAF 400 Diesel Minibus

1989 G FREIGHT ROVER 350D WELFARE, c/w, wheelchair
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1989 F IVECO 45-10 Diesel Crewbus

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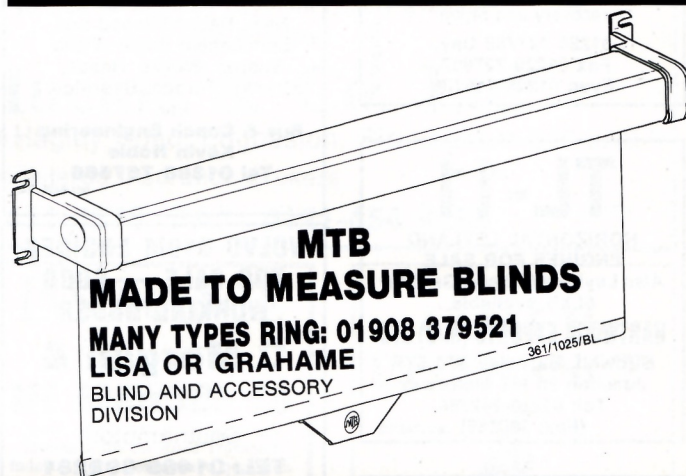
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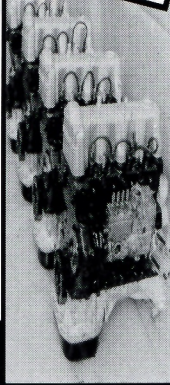
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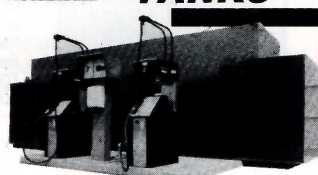
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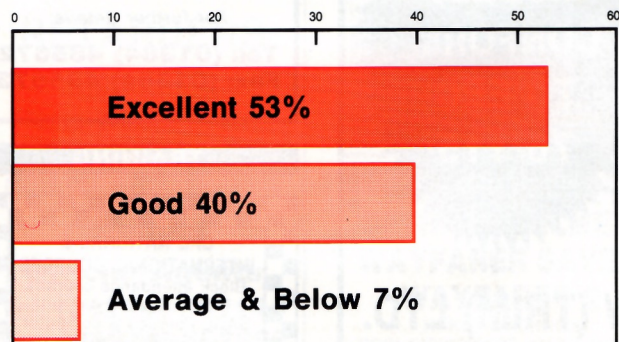
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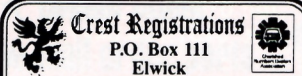
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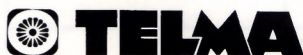
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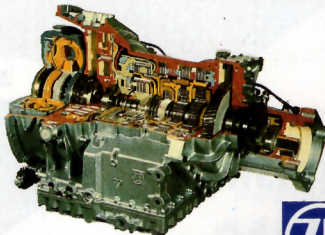
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